

**ARTICLE 8  
OFF-STREET PARKING AND PRIVATE  
DRIVEWAY STANDARDS**

*TABLE OF CONTENTS*

<b>SECTION</b>	<b>PAGE</b>
<b>8.1 GENERAL STANDARDS.....</b>	<b>8-2</b>
<b>8.2 PRIVATE DRIVEWAY PROVISIONS.....</b>	<b>8-4</b>
<b>8.3 OFF-STREET PARKING STANDARDS.....</b>	<b>8-5</b>
<b>8.4 OFF-STREET LOADING AND UNLOADING AREA STANDARDS .....</b>	<b>8-7</b>

## 8.1. GENERAL STANDARDS.

### 8.1.1. APPLICABILITY

**8.1.1.1.** The provisions of this Section shall apply to any application for Zoning Clearance or Site Plan approval.

#### 8.1.1.2. Exemption.

The standards of Article 8 shall not apply to:

- detached single-family dwellings or duplex developments on individual lots of record (except that single-family units and duplexes shall maintain an area large enough to accommodate two off-street parking spaces); or
- the CC district.

**8.1.1.3.** Parking areas which constitute the Principal Use of a Site shall comply with the provisions of §§ 8.1.2.3 – 8.1.2.5 hereto but not the minimum number of spaces as required in § 8.1.2.6.

### 8.1.2. GENERAL DESIGN STANDARDS.

**8.1.2.1. Location** - Required off-street parking area(s) shall be provided on the same parcel as the principal structure or use, unless shared parking is provided as set forth in § 8.1.2.9 of this Ordinance.

**8.1.2.1.1.** For lots with not more than two hundred (200) feet of depth, not more than fifty percent (50%) of the parking spaces shall be located in a front yard setback as required in § 4.7. No parking spaces shall be allowed in a required street yard or buffer yard as required in Article 7.

**8.1.2.1.2.** For lots exceeding two hundred (200) feet in depth, parking spaces shall not be located within a front yard setback, or within a side yard setback adjacent to a residential zoning district, as required in § 4.7. No parking spaces shall be allowed in a required street yard or buffer yard as required in Article 7.

**8.1.2.2. Modification to Required Parking or Loading Areas** -The area reserved for off-street parking or loading in accordance with the requirements of this Article shall not be reduced in area or changed to any other use unless the permitted use which it serves is discontinued or modified. Street parking allowed adjacent to any land use shall

not reduce the off-street parking requirements where required, except as permitted in a TND development per Article 4.

**8.1.2.3. Landscaping** – Landscaping shall be required in accordance with Article 7 Landscaping and Buffering Standards.

**8.1.2.4. Exterior Lighting** - Lighting sources shall be designed and constructed so as to direct light away from public rights-of-way and residentially zoned or developed areas.

**8.1.2.5. Paving Required** - All required parking and vehicular traffic surfaces shall be graded for drainage in accordance with § 9.2 Stormwater Control and shall be surfaced with concrete or bituminous asphalt pavement except as allowed by §§ 8.1.2.5.1 and 8.1.2.5.2, below. All surfaces shall be maintained in sound condition free of weeds, dust, trash and debris.

**8.1.2.5.1. Overflow Parking** - Overflow parking areas, event parking areas and/or low-traffic storage yards shall use turf. Overflow parking shall be defined as off-street parking in excess of the minimum required by this Ordinance which is designed not to be used more than ten (10) times per year. A low-traffic storage yard means a storage area generating less than 30 ADT (average daily trips).

**8.1.2.5.2. Paving Exemption for Assembly Uses.** Paving of parking areas and access ways for assembly uses (churches, sports facilities, fairgrounds, etc.) may be waived if evidence is presented to the Administrator that these spaces will not be used regularly on a daily basis or at least five times per week. Parking areas for which paving is waived shall maintain a turf surface. All parking areas for which paving is waived shall meet the minimum requirements of Volumes I-C and V of the North Carolina State Building Code for Accessibility and for Fire Prevention. All parking lots shall be constructed with proper drainage.

**8.1.2.6. Overhang Protection** - Wheel or bumper guards or curbing shall be provided, located and arranged so that no part of any parked vehicle will extend beyond the boundaries of the parking space and into a pedestrian crossing area.

**8.1.2.6.1.** Except where a wall is constructed, a minimum six (6) inch high vertical concrete curb (or individual bumper guard) shall be constructed or installed so that no part of a vehicle extends beyond the property line.

**8.1.2.7. Striping Required** - Off-street parking areas, as required by this Ordinance, shall be striped in accordance with the dimensions as set forth in this Article 8.

**8.1.2.8. Backing Movements Prohibited.** Except for single- and two-family dwellings on individual lots, parking spaces and driveways shall be arranged to require ingress and egress from the lot to a public street by forward motion of the vehicle.

**8.1.2.9. Sight Triangles** - Sight Triangles for intersections of driveways and public streets shall be regulated in accordance with Article 10 and Appendix C of this Ordinance.

**8.1.2.10. Upfit to existing Public Street Required.** New multi-family and nonresidential projects shall be required to provide curb and gutter and sidewalks to adjacent public streets which provide access to the development. Such improvements may be subject to road widening and other related improvements. Road widening, sidewalks, curb and guttering, utility relocations, and all other related improvements shall be the responsibility of the developer and/or owner. Design standards shall be subject to review and approval by the Director of Public Works or their designee. Design standards for pedestrian upfits to state maintained roads shall be subject to review and approval by the Director of Public Works or their designee, and the N. C. Department of Transportation.

## 8.2. PRIVATE DRIVEWAY PROVISIONS.

### 8.2.1. SCOPE.

All proposed vehicular access points to connect to a public street shall conform to the Access Management provisions of this Section 8.2, as well as applicable sections of Article 10 and Appendix D of this Ordinance. This Section 8.2 shall apply to all driveways or access points to be maintained on private property. The provisions of Appendix D of this Ordinance shall regulate that portion of a private driveway that connects to a public and extends to the edge of a public right-of-way.

**8.2.1.1.** If ingress and egress are the same, off-street parking spaces shall be connected to a public street by a paved driveway which affords safe and convenient ingress and egress provided, however, that the Administrator may waive this requirement where:

- the driveway is connected to an adjacent driveway or series of driveways with access to a public street, and
- the applicant has a valid easement providing for access to all driveways leading to the public street.

**8.2.1.2. Driveway Width** - The width of driveways shall be measured at the point of intersection with the public street right-of-way. Driveway width shall be regulated in accordance with Table 8.1-1 below, unless the Administrator determines the width should be expanded as set forth in § 8.2.1.3. Medians shall not be included in the calculation for the width of driveways. Where no right-of-way exists, the Administrator shall determine the most appropriate location for the measurement.

**8.2.1.3.** The Administrator may waive the requirements of § 8.2.1.2 only under the following conditions:

- The Director of Public Works or their designee determines that a wider turning area is needed in order to avoid a traffic hazard,
- The Director of Public Works or their designee and the Administrator jointly determine an appropriate distance from the point of intersection with the public street right-of-way where the driveway shall conform to the dimensional requirements of Table 8.1-1,
- The design of the driveway is such that it progressively decreases in width to conform to the width as determined in Table 8.1-1,
- Review and final approval of any proposed driveway design that does not conform to the dimensional limitation shall be under the authority of the Administrator upon recommendation from the Director of Public Works or their designee.

**Table 8.1-1 – Driveway Width**

Type	Min.	Max.
One –way	*	20 feet
Two-way	*	36 feet

\*subject to parking design as set forth in Column “D” of Table 8.1-4

## 8.3. OFF-STREET PARKING STANDARDS.

### 8.3.1. REQUIRED AMOUNT OF OFF-STREET PARKING.

Table 8.1-6 establishes the minimum and the maximum number of parking spaces permitted for the uses indicated.

**8.3.1.1. Parking Structures Exempted.** The maximum parking requirements shall not apply to parking spaces within an above-ground or an underground parking structure. For the purposes of parking calculations, the gross area of any parking garage within a building shall not be included within the Gross Floor Area of the building.

**8.3.1.2. Exemption from Required Number of Spaces** - The minimum requirement for the number of vehicle parking spaces shall not apply within the following zoning districts:

CC City Center  
TND Traditional Neighborhood Development  
TOD Transit-Oriented Development

**8.3.1.3. Uses Not Identified in Table 8.1-6.** - The Administrator shall determine the parking requirement for uses which do not correspond to the categories listed in Table 8.1-6. In such instances, the applicant shall provide adequate information by which the proposal can be reviewed, which includes but may not necessarily be limited to the following:

- type of use(s);
- number of employees;
- the Occupant Load (per Building Code) of the building;
- square feet of sales area and service area;
- parking spaces proposed on-site;
- parking spaces provided elsewhere; and
- hours of operation.

**8.3.1.4. Multiple Uses** - In those instances where there are clearly identified accessory or multiple uses within a structure or multiple structures, the

minimum standards shall apply to each use or structure, resulting in a total parking requirement when summed, except as provided in § 8.3.1.6.

**8.3.1.5. Modification to Required Number of Spaces.** In unusual circumstances, the standard parking requirement may not be appropriate. The Administrator shall have the authority to vary the parking requirement, either upward or downward by up to 10 percent, if one or more of the following circumstances exists:

- Expected automobile ownership or use patterns of employees, tenants, or other users varies from what is typical in the community or typical for the use.
- The parking demand varies throughout the day in relation to parking supply.
- The nature of operational aspects of the use warrants unique parking arrangements.

**8.3.1.6. Shared Parking** - Off-street parking requirements of a given use may be met with off-site, off-street parking facilities of another use when, and if, all of the following conditions are met:

- In non-residential zoning districts, the parking may be up to five hundred (500) feet from the principal structure;
- The parking demands of the individual uses, as determined by the Administrator, based upon minimum off-street parking requirements, are such that the total parking demand of all the uses at any one time is less than the total parking spaces required; and
- A written agreement between the owners and lessees is executed for a minimum of ten (10) years, approved by the Administrator, recorded, and a copy maintained in the project file. Should the lease expire or otherwise terminate, the use for which the off-site parking was provided shall be considered to contain nonconforming site improvements. Future expansion of the use shall be prohibited unless the use is brought into compliance with the parking regulations of this Ordinance.

**8.3.1.6.1.** Developments which contain a mix of uses on the same parcel, as set forth in Table 8.1-5 below, may reduce the amount of required parking in accordance with the following methodology: (1) determine the minimum parking requirements in accordance with Table 8.1-6 for each land use as if it were a separate use, (2) multiply each amount by the corresponding percentages for each of the five time periods set forth in Columns (B) through (F) of Table 6.4-1, (3) calculate the total for each time period (Columns), (4) select the Column with the highest total, and (5) use this number as the required minimum number of parking spaces.

**8.3.2. PARKING AISLE AND SPACE DIMENSIONS.**

Minimum dimensions of standard parking spaces (other than compact car spaces and handicap spaces) and maneuvering area shall be as set forth in Table 8.1-4.

**8.3.2.1. Handicapped Spaces** – Handicapped parking spaces shall be a minimum of 13 feet by 18 feet for a single non-van space (8 feet in width in addition to a 5 foot access aisle); a minimum of 16 feet by 18 feet for a single van space (8 feet in width in addition to an 8 foot access aisle); or 24 feet by 18 feet for a double van space, or a non-van and van double space (8 feet in width for each space with an 8 foot access aisle between spaces). Parking spaces for handicapped or disabled persons shall comply with the most recently adopted International Building Code and the International Code Council A117.1-2009.

**Compact Car Spaces** – This section shall apply only to retail shopping centers/superstores of 25,000 square feet or more. Not more than twenty (20) percent of the off-street parking spaces required by this Section shall be designed as compact car parking spaces. Each compact car parking space shall be a minimum of eight (8) feet wide and sixteen (16) feet long. Compact car parking spaces shall be clearly marked or posted for “Compact Cars Only.” All other provisions of this Article relating to off-street parking requirements shall be met.

### 8.4. OFF-STREET LOADING AND UNLOADING AREA STANDARDS.

#### 8.4.1. SCOPE.

There shall be provided on the same lot with each nonresidential building or structure, adequate space for off-street loading, unloading and the maneuvering of shipping and delivery vehicles. Off-street maneuvering space shall be provided so that no backing onto or from a public street is required. All loading and maneuvering areas shall:

- be surfaced with pavement, concrete or equivalent,
- be properly drained,
- be designed with regard to pedestrian safety,
- have direct access to public streets, and
- shall be screened from adjacent residentially zoned or developed property as provided in Article 7 Landscaping Standards of this Ordinance.
- No loading docks shall be visible from a thoroughfare or collector street right-of-way.

#### 8.4.2. REQUIRED AMOUNT.

8.4.2.1. The Uses required to provide off-street loading/unloading space and, the quantity and size of said space required shall be:

- Retail and service establishments - One (1) loading space with minimum dimensions of 12 feet by 25 feet for every 20,000 square feet of Gross Leasable Area rounded off to the nearest 20,000.
- Office buildings and lodging establishments. - One (1) loading space with minimum dimensions of 12 feet by 25 feet for every 50,000 square feet of Gross Leasable Area rounded to the nearest 50,000.
- Industrial/manufacturing and wholesale establishments shall provide the following loading spaces with a minimum dimension of 12

feet by 25 feet:

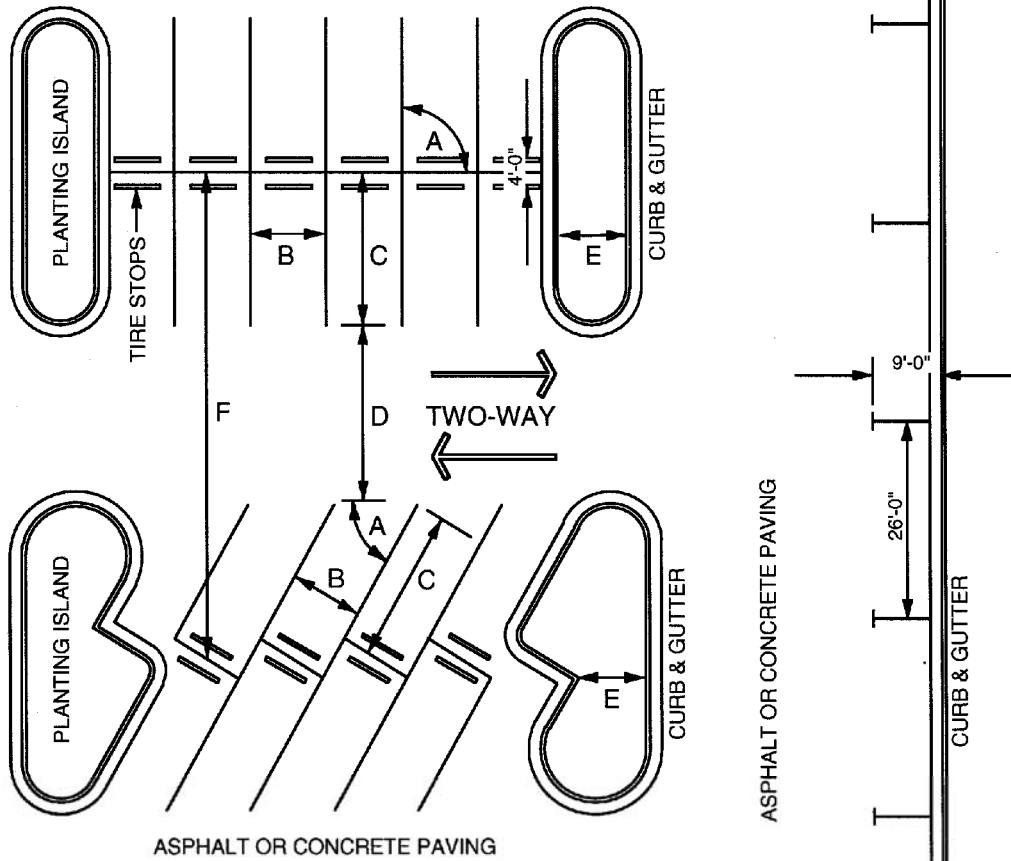
- Up to - 50,000 sq. ft. 1 space
- 50,000 - 120,000 sq. ft. 2 spaces
- 120,000 - 220,000 sq. ft. 3 spaces
- 220,000 - 350,000 sq. ft. 4 spaces
- 350,000 - 550,000 sq. ft. 5 spaces
- 550,000 - 850,000 sq. ft. 6 spaces
- Each additional 400,000 sq.ft. 1 additional space

8.4.2.2. Off-street loading/unloading areas shall be located such that interference with traffic on Streets is minimized (subject to approval by the Administrator).

8.4.2.3. No off-street loading/unloading space shall be sized such that any reasonably anticipated vehicle utilizing the space will protrude into any required Parking Space and/or Street right-of-way.

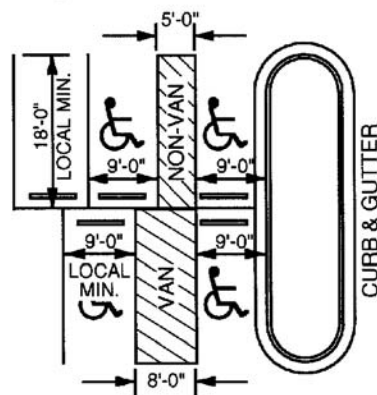
Figure 8.1-1

Standard Parking Dimensions



Handicapped Parking Dimensions

See International Code Council A117.1-2009







**Table 8.1-4  
Parking Area Dimensional Standards**

**For standard-size vehicles**

A	B	C	D	E	F	G
45°	9.0	18.0'	12.0' ONE-WAY	9.0'	51.0'	2.0' / 4.0'
60°	9.0	18.0'	18.0' ONE-WAY	9.0'	58.0'	2.0' / 4.0'
90°	9.0'	18.0'	24.0' TWO-WAY	9.0'	60.0'	2.0' / 4.0'

**For compact-size vehicles** (see Sect. 8.3.2.2)

A	B	C	D	E	F	G
45°	8.0	16.0'	N/A	9.0'	N/A	1.5' / 3.0'
60°	8.0	16.0'	N/A	9.0'	N/A	1.5' / 3.0'
90°	8.0'	16.0'	N/A	9.0'	N/A	1.5' / 3.0'

Note: Parallel parking spaces shall be 9' by 26' with a 20' two-way access, or a 12' one-way access.

Key (also see Figure 8.1-1):

- A. Parking Angle
- B. Stall Width
- C. Stall Depth
- D. Aisle Width
- E. Planting Island Width (minimum width shown, refer to Article 7 for minimum area)
- F. Parking Bay Width
- G. Bumper Overhang (front / rear)

**Table 8.1-5 Shared Parking Allowances by Land Use.**

Land Use	Weekday		Weekend		Nighttime*
	Daytime*	Evening*	Daytime*	Evening*	
Office/Industrial	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Hotel	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Entertainment/ Commercial	40%	100%	80%	100%	10%

\*Key:

- Daytime (6am – 5pm)
- Evening (5pm – midnight)
- Nighttime (midnight – 6 am)